

## IN HARBOR AND OUT

Latest Notices to Mariners of the Pacific Coast.

### OLYMPIA BAR BOUND HERE

Melville Breaks Her Propeller—Senator Down Today—Raising the Elder Once More—Note and Comment Along the Waterfront.

The following affects the list of lights, buoys, and daymarks, Pacific coast, Washington and Oregon.

Columbia river entrance, page 51.—Clatsop spit buoy No. 8, a red first-class nun, sent adrift, October 30, by a shot from Fort Stevens, Oregon, was replaced November 1. On November 6, the buoy was found out of position and replaced the same day.

Columbia river, channel over Vancouver bar, page 63.—The following buoys were established, November 9, as guides in the recently dredged channel over Vancouver bar. The channel is about 1 2-3 miles in length in an easterly and westerly direction, and runs parallel with the northerly side of the lower end of Hayden island, Oregon.

Vancouver bar buoy No. 1, a black second class spar, in 20 feet of water, close to the northerly side of the dredged channel.

Hayden island, westerly end, ESE. Willamette river lighthouse, WNW. 3-4 W. Hewlett Point, tangent NW. 1-2 N.

Vancouver bar buoy No. 2, a red second class spar, in 20 feet of water, close to the southerly side of the dredged channel. Willamette river lighthouse, W 7-8 N., distant 1 3-8 miles.

Vancouver bar buoy No. 3, a black second class spar, in 20 feet of water, close to the northerly side of the dredged channel. Willamette river lighthouse, W 5-8 N., distant 1 3-4 miles.

Vancouver bar buoy No. 4, a red second class spar, in 20 feet of water, close to the southerly side of the dredged channel.

channel. Willamette river lighthouse W. 5-8 N., distant 2 1-6 miles.

#### Washington.

Grays harbor entrance, page 71.—Outer buoy, a P.S. first class can, found out of position, November 5, was replaced the same day.

#### Alaska.

Wrangle Strait, page 92.—North ledge buoy No. 5, a red second class nun, reported out of position, October 30, will be replaced as soon as practicable. By order of the lighthouse board. L. C. Heilner, Commander, U. S. N., lighthouse inspector.

#### Another Oregon Senator.

The steamship Senator will be down this evening en route to San Francisco. May she continue long in the service of Astoria. She's something to be proud of. Her master, H. H. Lloyd, is well known locally. He ran out of Portland during the years 1885 to 1890 on the steamers Idaho and Topeka. Later, in 1897, Captain Lloyd was in command of the Geo. W. Elder when she made her two runs to Alaska during the first gold excitement. Since then Captain Lloyd has been in the Alaskan run from Seattle and has been in command of the Senator for the past year.

#### American Rule Stands.

The customs authorities here yesterday received word from the Washington headquarters office that the plea of Taylor, Young & Co., of Portland, agents for the French bark Brisseau, for a refund of the charges, made here on her last trip, for certain measurements of tonnage, which were found to exceed the tonnage measurements made by the French government had been refused and that the Astoria rating and measurement of the ship was a correct one. This settles not only the case of the Brisseau, but also of the French barks Jules Gomme and Europe, both of whose masters and agents have pleaded against the American scale of space measurements; as the same rule applies to American bottoms, there is nothing but justice in the rating made here on the Frenchmen and the endorsement it has received from the government.

#### Old, Old Tale.

John H. Peterson, who purchased the wrecked steamer Geo. W. Elder, says the actual work of raising her will be-

gin at an early date. Mr. Peterson's first plans for the rescue of the vessel were based on the idea of raising her by means of barrel shaped pontoons, which would be sunk and fastened to the hull of the wreck and then pumped out. It was thought that by this means the Elder could be easily raised, but it has now been demonstrated that the cost of the construction of the pontoons would be so excessive as to make the plan impracticable, and that the method of work has been abandoned. The present plans provide for the raising of the wreck by barges with the aid of the two pontoons now built.

#### Biggest Sailer Afloat.

The largest sailing ship in the world is the German five-masted ship Preussen, launched in 1902. Each of her five masts is full rigged, and her yards, which number thirty, as well as her masts and topmasts, even her topgallant masts, are of steel. She carries 350 tons of water ballast in her double bottom. She is 440 feet long, beam 53 1/2 feet, depth 33 feet, draft 29 feet, 8500 tons dead weight, capacity, net register 4826 tons; displacement when loaded 11,150 tons. She carries a crew of 46.

#### FLOATSAM AND JETSAM.

Captain Truebridge, now in command of the Olympia, at this port, is said to be the man who brought Jim Hill's big Minneapolis around the "horn" from New York.

The square-riggers that were hovering off this bar and port during the past week, were not on the horizon at noon yesterday. They are evidently taking refuge in the deep blue Pacific far from a coast made dangerous by the sou'easter.

The Lurline is still busy and still hugging her schedule as closely as fog and storm and way business will permit. She got away for Portland in fair season last night, carrying well, on both decks.

The Callender tug Melville had the hard luck yesterday to break her propeller over at Knappton. She was repaired very promptly and will do bar-duty today as though nothing had happened.

The O. R. & N. towing steamer Okla-hama came down yesterday morning with the barkettes Portland, and Mary Winkelman, on her bows. Both vessels are laden with 550,000 feet of lumber and both are consigned to San Francisco parties. There's a good chance for a sea-race if they can get over the bar together.

The Telegraph came down yesterday in good time, took on oil and left up at 2:30, with a fair business both ways. She has a sore nose, after her smash with the Lurline, and it looks bad.

The steamship Columbia is due here from San Francisco early on Monday morning next.

The big and handsome Olympia got down from Portland at 3 o'clock yesterday morning. She laid here all day taking on 600 tons of freight at the Callender dock, and will leave out this morning if the bar is amenable to travel at all.

Seventy-two miles per hour was the velocity of the ocean winds at North-Head yesterday at noon. The bar was breaking heavily. The wind subsided, but the "moan of the bar" was heard far enough on the bay side to deter any of the vessels awaiting departure, to venture upon it.

The steamer G. W. Walker, has been sold by Jacob Kam, to the Northern Pacific Railway, for use in the construction work of its northshore line down upper Columbia.

The Committee on Navigation of the Astoria Chamber of Commerce is preparing, and will submit, at the meeting, on Monday night next a set of strong resolutions on the work on the south jetty at the Columbia river bar.

#### Son Lost Mother.

"Consumption runs in our family, and through it I lost my mother," writes E. B. Reid, of Harmony, Ma. "For the past five years however, on the slightest sign of a cough of cold I have taken Dr. King's New Discovery for Consumption which has saved me from serious lung trouble." His mother's death was a sad loss to Mr. Reid, but he learned that lung trouble must not be neglected, and how to cure it. Quickest relief and cure for coughs and colds. Price 50c and \$1.00; guaranteed at Charles Rogers' drug store. Trial bottle free.

## SOME RAILWAY NEWS

Hill's Line From Scappoose Direct to This City,

### INCORPORATED SHORTLY

Even the Oregonian Cannot Stop It—Lytle's New Ten Mile Division—One More Enterprise With Astoria for a Sea Terminal.

Good news come out from Gideon!

A well known promoter has given the Astorian unequivocal assurance that, in a few days more, there will be filed with the Secretary of State, articles of incorporation, of the solidest sort, and personnel, providing for the construction of a railway from Scappoose direct to Astoria through the Nehalem valley.

This is James J. Hill's one feasible and valuable route to the sea-gate of the Columbia. It means much for Astoria, since, from the moment it reaches within measurable distance of this city, the question of deep water on the Columbia bar, is settled forever and a day. Portland to the contrary, however, much. It is a Northern Pacific proposition and has the earnest of genuine purpose behind it. Its augury is made good by the fact that the term of the railway combine that compelled the company to annul its contract for the construction of 10 miles of road from Scappoose to Pittsburg two years ago, or more, has about expired, and the way is or will be wide open for the projection of purposes held in abeyance by that agreement.

Mr. Lytle has just closed a deal whereby there will be constructed, immediately, a section of 10 miles of railway between Hillsboro and Buxton, along the route of the Western Pacific.

With both lines in Astoria, Portland may turn its devoted attention in this direction, a consummation that will make assurance doubly sure that As-

toria has a future that means something more than a beggarly dependence on the metropolis for contingent favors.

In this relation there is another enterprise afoot of great moment to Astoria, the text of which was broached in this office during the past 24 hours, details of which are not yet ready for publicity, but which involves this city as a terminal for a line of steamers between the coast of Mexico and Astoria, for the inter-handling of certain products of both countries upon a basis of \$3,000,000 capital, the whole issue being solely dependent upon a deeper shipway across the bar. The Oregon product in question will reach this port from the Idaho and Eastern Oregon and Washington upon barges under towage of steamers belonging to the company controlling the output and the steamers that are to carry it. Two of the ships are making this port now.

The Astorian regrets its limitations in this behalf. It would like to publish names, sections, vessels, and purposes, but the amenities forbid. Yet the assurance may be taken as far as it is revealed, and patience and a bit of business foresight and promptitude at the required hour, will bring realization strong as proof can make it.

#### Constipation.

Health is absolutely impossible, if constipation be present. Many serious cases of liver and kidney complaint have sprung from neglected constipation. Such a deplorable condition is unnecessary. There is a cure for it. Herbine will speedily remedy matters. C. A. Lindsay, P. M., Bronson, Fla., writes, Feb. 12, 1902: "Having used Herbine, I find it a fine medicine for constipation. Sold by Frank Hart."

Where are you sick? Headache, foul-tongue, no appetite, lack energy, pain in your stomach, constipation? Hollister's Rocky Mountain Tea will make you well and keep you well. 35 cents. Sold by Frank Hart.

#### Neuralgia Pains.

Rheumatism, lumbago and sciatic pains yield to the penetrating influence of Ballard's Snow Liniment.

It penetrates to the nerves and bone and being absorbed into the blood, its healing properties are conveyed to every part of the body, and effect some wonderful cures. 25c, 50c, and \$1.00. Sold by Hart's drug store.

#### Best Liniment on Earth.

Henry D. Baldwin, Supt. City Water Works, Shullsburg, Wis., writes:

"I have tried many kinds of liniment, but I have never received much benefit until I used Ballard's Snow Liniment for rheumatism and pains. I think it the best liniment on earth." 25c, 50c, and \$1.00. Sold by Hart's drug store. 543 Bond Street Opp. Ross Higgins & Co.

## Pears'

Don't simply "get a cake of soap." Get good soap. Ask for Pears' and you have pure soap. Then bathing will mean more than mere cleanliness; it will be luxury at trifling cost.

Sales increasing since 1789.

A Fine Display of

### Cloisone Vases

Ranging in price from

\$1.25 to \$2.00

can be seen at the

Yokohama Bazar

621 Commercial Street, Astoria

## RUBBER

That's what the

### The Ball Band Brand

goods are made from; and we carry a complete line, too. Also the best in ladies, men and children's shoes.

## S. A. GIMRE,

543 Bond Street Opp. Ross Higgins & Co.

## Great Collection of Children's Dainty Made DRESSES

JUST RECEIVED



MOTHERS who are now busily engaged with preparing for Xmas and haven't the time to devote to the work of making the children's clothes will welcome this announcement.

BRING along the girls mothers, we can fit any size from 6 to 14 years of age and fit them with a style that will please them at a price that will please you.



## THE FOARD & STOKES CO.

WHERE THE NEW THINGS ARE FIRST INTRODUCED.



## Special Sale of Ladies Wool ShirtWaists For This Week

All colors. All wool Albatross \$3.70 to \$3.20.  
Alpacas, \$3.00 to .....\$2.50  
Fancy weaves \$2.50 to ..... 2.00  
\$1.95 to \$1.50

We have the "Black Cat Hose", every boys mother's friend.

A reduction of 15 per cent. on all suits and alterations made without charge



## HIGHEST AWARD, GOLD MEDAL LEWIS AND CLARK EXPOSITION

### THE KITCHEN PIANO

"THE MALLEABLE"



TRADE MARK.

FIRE ALL YOUR MALL ALL YOUR IT'S NON-BREAK STEEL AND MALLEABLE

We invite you to a demonstration commencing Monday' Nov. 20, at our store.

## THE FOARD & STOKES CO.